



# City of Seattle

Mike McGinn, Mayor

## Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Anne Goodchild

Terry Finn

David Mendoza

Mike Sheehan

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution  
31243

## Seattle Freight Advisory Board Meeting Minutes

**Date/Time:** February 12, 2013 / 9:30 a.m.

**Location:** Seattle City Hall, L280

**Members Present:** Warren Aakervik, Christine Wolf (for Bari Bookout), Terry Finn, Mike Sheehan

**Guests Present:** Thomas Noyes (WSDOT), Tim Bevan (CH2M Hill), Craig Grandstrom (CH2M Hill), Pat Cohn (Pacific Terminals), Nicole Tucker (Pacific Terminals), Dan Burke (Port of Seattle), Christine Wolf (Port of Seattle)

**City Councilmembers Present:** Mike O'Brien, Richard Conlin

**City Staff Present:** Mary Rutherford, Cristina VanValkenburgh, Ron Borowski, Ruth Harper (all SDOT), Valerie Pacino, Tracy Morgenstern, Jill Simmons (all Office of Sustainability and Environment), Alison Van Gorp, (Mayor's Office)

### 1. Welcome and Introductions

Board members, City staff, and other attendees introduced themselves.

### 2. Public Comment

There was no public comment.

### 3. Approval of minutes

The Board did not approve the November 2012 or the January 2013 minutes due to a lack of a quorum at the meeting. They were subsequently approved by e-mail.

### 4. Chair's Report and Announcements

Warren Aakervik reported that the viaduct will be closed for the Rock N Roll Marathon this year and wanted to know which other events would close the viaduct. The following events will close the viaduct this year:

- March 3 Hot Chocolate Run (only on viaduct from Bell Street north)
- June 22 Rock N Roll Marathon
- July 27 Seafair Torchlight Run

The viaduct will also be closed for the Rock N Roll Marathon and the Torchlight Run in 2014 and 2015.

Dan Burke of the Port of Seattle announced that the Working Waterway Conference is coming up March 26-28.

## **5. Climate Action Plan Update**

Councilmember Mike O'Brien opened the discussion by noting that the Climate Action Plan presents a great opportunity, that freight is critically important, and that we need to determine what can work for freight and improve the climate.

Jill Simmons from Seattle Office of Sustainability and Environment (OS&E) made the formal presentation. The goals of the Climate Action Plan are:

- Reduce GHG emissions – Carbon neutral by 2050
- Improve quality of life
- Prepare for climate impacts.

Jill reviewed the process that created the plan and identified the three main sources of emissions. The plan includes a freight chapter, which came out of conversations with the Port of Seattle and the Seattle Freight Advisory Board. It includes strategies such as:

- Diesel retrofit
- Compressed Natural Gas (CNG)
- Fuel efficiency standards

The plan does call for reducing freight VMT.

The full presentation is available at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>

## **Discussion**

Councilmember Richard Conlin comments included:

- There are economic opportunities for local manufacturers to be leaders in clean trucking technology.
- We need to maintain industry in the city - transportation and industrial land uses are linked.
- If bicycles and transit start to take the place of cars, it will benefit drivers to have less competition for space on the road.
- Seattle has adopted a Seattle Comprehensive Plan Port Container Element.

Councilmember Mike O'Brien's comments included:

- We can look at things in another way: Harbor Island will be under water in 40 years. Weather will affect economics. We will need even deeper ports. We need to deal with climate change now.
- We need to make cost effective decisions. Ports can spend billions on infrastructure or could work on emissions reduction.

Comments from the board included:

- We need to consider potential and actual pollution, and benchmark back to 2006. Some local industries have moved out of the area and some facilities are moving further out, increasing trip length.
- Major Truck Streets should be protected, and freight should not be compromised.
- Need to consider shared truck and transit facilities. It is often inefficient to have 10 small trucks versus one big one.
- Thanked OSE staff for removing the VMT reduction goal. You can't cut down VMT without affecting goods movement.
- We need better trucks. The railroad is buying new locomotive engines that are 70% lower in NOX Noxious Oxides and have 60% less diesel particulates. Fuel is 25% of cost.
- Consider economic impacts of government decisions; freight companies are moving out of Seattle. The plan does not value industrial areas and freight movement.
- Rail and truck competition is decreasing.
- Carbon emissions are changing on trains. New equipment is cleaner and greener.
- Would like to put bikes on the east side of E Marginal Way S; it would be better if bikes did not stop trucks.
- The City freight plan is last one to be done; others plans have preceded it and taken priority.
- Terry Finn stated that Seattle is a port city. We need to look at economic impacts. The Portland area has a hard time attracting new business, including container ships and commerce. They don't have deep river draft, and their climate planning has made it difficult. The Income levels are 20% lower in Portland due to lack of industrial jobs and production. We need to recognize what is the key revenue source in the city and the state.
- Sea level is rising. We need to look at what can be rehabilitated. Human engineering will be at play.
- Home delivery use on the rise. Many streets have no place to park. Home delivery vehicles block streets, create delay, and congestion, and consume gas. We need to look at parking space availability, people don't move their cars often enough. Remove unnecessary parking; remove vehicles that don't move off the street. There should be an incentive program for people to live and work closer.

Jill Simmons noted that the comment period is open to end of May. OSE will complete the plan by the end of April and encouraged members to spread the word.

Warren thanked Jill for including the freight chapter in the plan and said "it's a better plan now."

## **6. Adjournment**

The meeting adjourned at 10:50 am.